

## **TRAFFIC MITIGATION**

### **EXHIBIT X. C.1**

Workforce enhancement will be satisfied through a variety of means, including how workers reach their new jobs at the Resorts World Hudson Valley site. Use of non-traditional modes and methods of transportation will be highly encouraged. The existing commuter rail system, Metropolitan Transportation Authority (MTA) Metro-North Railroad (MNRN), is located approximately eight miles from the facility. High-occupancy vehicles (buses, shuttles, and other delivery vehicles) will be accommodated at the site with both parking and drop-off and pick-up areas. The result of these measures will help to minimize vehicle trips and mitigate traffic flow along the surrounding transportation network.

There are several measures proposed to mitigate traffic impacts associated with the Resorts World Hudson Valley site as described below:

- Constructing the proposed signalized intersection of Route 17K/north-south access road, that will provide access from Route 17K to a new internal east-west access road. The spacing of the traffic signals provides ample distance to ensure the proper progression of vehicles, with minimal overall delays. As a T-intersection, with adequate side street laneage and the addition of turn lanes along Route 17K, the intersection will function at an acceptable level-of-service, with minimal queues and delays to through traffic along Route 17K.
- Constructing the proposed intersection of Route 747/east-west access road, that will provide access from Route 747 to a new internal east-west access road. The intersection is planned as a two-lane roundabout and will function at an acceptable level-of-service, with minimal queues and delays to through traffic along Route 747. Route 747 will be widened to a four-lane divided section from the new roundabout to a point approximately 500 feet north and a point approximately 300 feet south. Beyond the limits of the proposed widening, Route 747 will transition back to its current two-lane configuration.
- The new internal access roads that traverse the project will provide direct vehicular access to the Resorts World Hudson Valley project via Route 17K and Route 747 both of which have excellent connectivity with I-84. The internal access roads also provide circulation of vehicles among the main building of Resorts World Hudson Valley and the surface parking lot. The access roadways provide adequate capacity to handle the expected volumes of traffic and allow convenient, easy circulation of site traffic, resulting in reduced traffic on the surrounding transportation network.
- Minor modifications to traffic signal timing and phasing are also proposed for two study area intersections—Route 17K/Rock Cut Road and Route 747/I-84 Eastbound Ramps—in order to accommodate new project-generated demand.

#### **Route 17K/Rock Cut Road**

A minor signal timing adjustment—the transfer of 4 seconds of signal green time from the Rock Cut Road northbound/southbound phase to the Route 17K eastbound/westbound phase in the Friday PM and Saturday midday peak periods—is recommended to provide additional capacity to accommodate project traffic using the Route 17K corridor east of the project site.

#### **Route 747/I-84 Eastbound Ramps**

A minor signal timing adjustment—the transfer of 4 seconds of signal green time from the eastbound I-84 exit ramp phase to the Route 747 leading southbound phase in the Friday PM peak hour—is recommended to provide additional capacity to accommodate project traffic using southbound Route 747. It is also recommended that the Route 747 southbound left-turn movement be permitted during the northbound/southbound signal phase.

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The transportation studies being conducted consider mode split and the use of alternate transportation means (trains, buses, park-and-rides, and shuttle services). These alternate transportation options, which will help mitigate transportation impacts and reduce travel demands, are described below.

### **Trains**

MTA currently has two rail lines that may serve employees and patrons of the gaming facility. The Port Jervis Line is west of the Hudson River and currently has service through several MTA stations in Orange County and connects with the New Jersey Transit (NJT) Main/Bergen-Port Jervis Line. Employees and patrons of the gaming facility may take the Port Jervis Line to Hoboken or transfer at the Secaucus Junction to reach New York City. The closest stations to the resort are Middletown/Town of Wallkill, Campbell Hall, and Salisbury Mills-Cornwall.

The Hudson Line runs along the east bank of the Hudson River and connects directly with Grand Central Terminal in Manhattan. The northern terminus of the Hudson Line is Poughkeepsie, NY. The closest station to the resort is in Beacon. Employees and patrons of Resorts World Hudson Valley may access Beacon station through a ferry from Newburgh, NY.

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Figure X. C.1-1. Metro-North Railroad System Map



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### **Buses**

Orange County currently contracts out bus services to independent operators such as Coach USA and ShortLine. Coach USA and ShortLine operate “the Main Line” bus service, which provides service that bisects the county and connects the towns of Middletown, Goshen, Chester, Monroe, and Woodbury Common.

Weekday service for the Main Line has a service span from approximately 5:00 a.m. to 7:00 p.m. at the Middletown Terminal station. Service frequency is approximately once every three hours on the weekends.

Dial-A-Bus service is available to riders who call in advance to reserve a ride on a bus and provides curb-to-curb transportation within the neighboring jurisdictions of Montgomery. The Dial-A-Bus service based in the Town of Montgomery has service on weekdays from 7:45 a.m. to 4 p.m. Dial-A-Bus provides service to the villages of Walden, Maybrook, Montgomery, Pine Bush, Thompson Ridge, Bullville, and Searsville. Fare is \$1 one-way. Dial-A-Bus service also is available in other nearby towns in Orange County, including:

- Blooming Grove
- Goshen & Chester
- Highlands
- Monroe
- Newburgh
- Port Jervis
- Wallkill
- Warwick

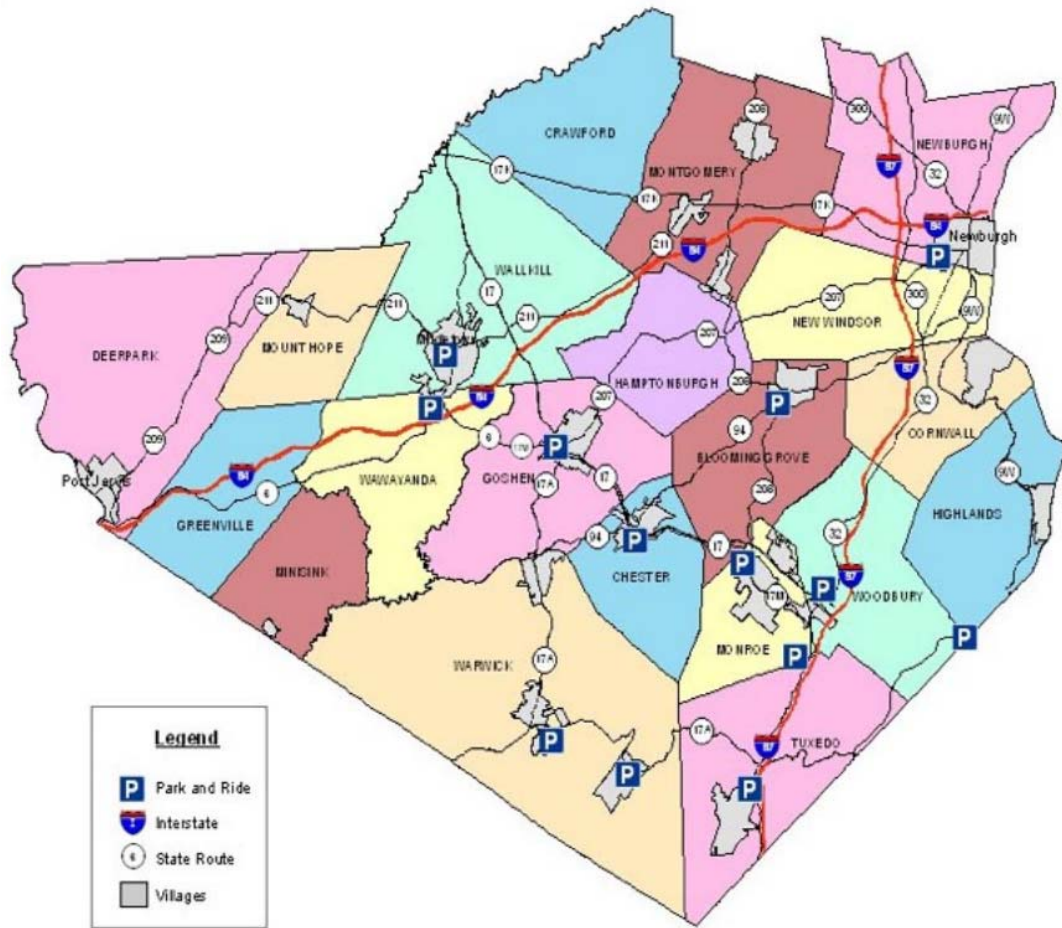
### **Park-and-Ride Lots**

The use of off-site parking will allow for mitigation of vehicular traffic especially during critical times like special events/concerts. Employees will be encouraged to use the commuter park-and-ride lots located in and around Montgomery. The peak demand for parking will be on Friday, Saturday, and Sunday during non-commuter times. Shuttle service to and from the Resorts World Hudson Valley site to lots will be sequenced to allow for efficient and seamless transfers during normal work shifts.

In Orange County, there are two formal park-and-ride lot systems; more than 15 total. The closest park-and-ride lots to the Resorts World Hudson Valley are located in Middletown and Newburgh. The systems are owned and maintained by the cooperative efforts of one or more public and private entities, including New York State, Orange County, Coach USA, ShortLine, and local municipalities. The existing park-and-ride lots are used primarily for connections to transit services but are available for use for other purposes. Parking at the Middletown lot is currently free on the weekend and holidays.

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**Figure X. C.1-2. Orange County Park-and-Ride System Map**



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### ***Shuttle Service***

Existing park-and-ride facilities in the Newburgh and Middletown may be used to stage employee shuttle operations. Necessary agreements would need to be obtained from the local facilities and local transit operators. As demand warrants, the existing parking facilities may be expanded and upgraded.

Shuttle service from other facilities also may be used to provide an alternative form of transportation for employees and patrons of the resort. Shuttle service from other destinations and major attractions in the area such as Stewart International Airport and the Galleria at the Crystal Run Mall will be implemented. Shuttles also will be provided periodically throughout the day from transit stations.